1. DATE - TIME GROUP	2. LOCATION		
12 April 53 12/1401Z	Torbay Airport, Newfoundland		
4. NUMBER OF OBJECTS One	AIRCRAFT The Torbay tower operator on GCI unit never located the object visually or electronically. The D/I at Pepperrell AF3 Checked in area & located on C-97. He concluded that object was either		
5. LENGTH OF OBSERVATION Not Deported	11. BRIEF SUMMARY AND ANALYSIS a/c. Sources are considered reliable well emperienced in a/c recognition.		
6. TYPE OF OBSERVATION Ground-Visual Ground-R	Unidentified target appeard on radar scope approaching on a darangenetic course of approx 270 deg. One of the observers		
7. COURSE 270 - 180 deg.	looked outside 2: saw that he thought this a 3-29 a/c. Then the object disappeared, the observer returned to the rular set there he observed the object taking a 180 deg turn 8		
8. PHOTOS	miles Wor airport. It faded from radar scope 30 diles away		
D Yee			
9. PHYSICAL EVIDENCE			

FTD SEP 63 0-329 (TDE) Provious editions of this form may be used.

APPROVED 1 JUNE 1948		
Country Canada	IN-21-53	WENVERMAN 54-6
	INTELLIGENCE INFORM	MATION REPORT
Unidentified Aircra	1	1111
Menfoundland (- 13 FROM (.19	r/Int, HEAC
DATE OF REPORT	DATE OF INFORMATION	EVALUATION
20 Amil 1953	12 April 1953	A-0 7.
REPERENCES (Control number, directive, precious	Captain, USAF Peppe	Intelligence Officer, 6600th AB Grarell Air Force Page, New Councilland

SUMMARY: (Enter concise suremary of report on AF Form 112 - Part II.)

- 1. An unidentified B-29 type aircraft was observed by three GOA operators stationed at Torbay Airport, Maufoundland at 4738N/5249W, two miles north of the airport at 1401Z, 12 April 1953.
- ?. Pased on the known facts, an evaluation of this incident indicates an uncorrelated friendly aircraft.

APPROVED:

TRED W. STEFFERT

Lt. Colonel, USAF

Director of Intelligence

LTK TEAM DEAG - 30 ATT. 1953.

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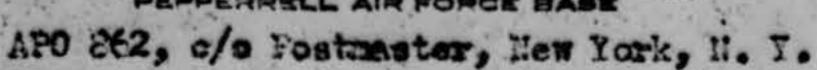
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NORTHEAST AIR COMMAND



MEGIN 319.1 (T)

30 April 1953

SUPJECT: Correction of NEAC IR-21-53, dated 20 April 1953

TC:

Director of Intelligence Readquarters, United States Air Force Washington 25, D. C.

- 1. Reference NEAC IR-21-53, dated 20 April 1953, paregraph 2, Fart I is in error, and should be destroyed in accordance with AFR 205-1.
- 2. Attached IR-21-53 Fart I (revised) is in lieu of one mentioned above.

FOR THE COMMANDING GENERALS

I Incl.
NEAC IR-21-53,
Tart I (rovised)

TREE W. SIEFERT Lt. Colonel, USAF Director of Intelligence

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Novrfoundland representation	DATE OF INFORMATION	Dir/Int, DEA	C EVALUATION	
NATHAN J. LEYERSON,	Captain, USAF	Little Contract Line	ance Of licer, ir Force Page,	Newfoundles

alreport at 14012, 12 April 1953.

2. Based on the known facts, an evaluation of this incident indicates a possible Soviet over flight.

APPROVED:

Les Sienes Courses
Les FRED W. SIEBERT Cost USAF
Lt. Colonel, USAF
Director of Intelligence

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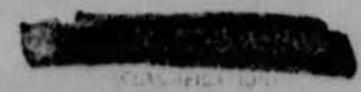
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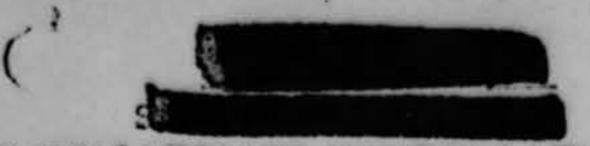
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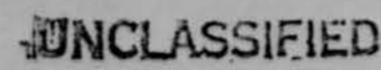
- 1. At 1214012, Master Sergeant Crockett noticed an unidentified target on the GCA scope approaching on a magnetic course of approximately 270 degrees at Torbey Airport, Newfoundland. Airman 1st Class North dend Airman Ind Class Benson, assigned to the GCA crow, also situassed the same targets on the GCA scope. In ediately thereafter, Sergeant Crockett looked outside the GCA trailer in order to observe this unidentified target, and recognized it as a 1-29 type discrett. No rankings were visible; the aircraft was flying just below the low word surrounding Torbay Airport disappearing from sight on the course of approximately 270 acrees. Sergeant Crockett returned to the scope, and noticed the unidentified aircraft making a 180 degree turn 6 miles west of the airport. Proceeding to the airport on a magnetic course of 90 degrees, the aircraft banked to the left on a magnetic course of 46 degrees before reaching the airport, and continued on the course until it faded from the coope at approximately 30 miles in a Mortheast direction. No other person visually saw the aircraft.
- 2. The Torbay tower operator did not see this aircraft nor did GOI jick up the aircraft on its scope after being notified of the incident. Sergeant Grockett proceeded to Pase Operations, notified the officer on duty, and reported the observation to his commanding officer, Major Mosely, who contacted the Intelligence Officer at Pepparrell Air Force Case at 1630.
- 3. After transmission of the initial message of the sighting, the Director of Intelligence this headquarters proceeded with an exhaustive search throughout all adjacent commands for a possible correlation of this unificatified aircraft. Negative results were received from all Northeast Air Command bases, Strategic Air Command. USNS Argentia, CANATERER, Condan, Lajas Min. Force Pass, Min. Keflavik, and CONTENDERO. One C-97 was reported in the area, and a double check was effected attempting to possibly position the aircraft at Torbay at the sighting time. This lead represented possible correlation as the C-97 could have been mistaken for a B-29 as it is the cargo version of the Super Fortress. Upon receiving confirmation from MATS Keflavik placing the C-97 150 miles north of Torbay Airport with positive position reports, all leads were exhausted.

COMMENTS of the Preparing Officer:

- 1. Weather sequence encompassing the incident sighting time was 10 miles visibility, 500 feet scattered, 1200 feet broken, 2000 feet overcast, wind vesterly at 7 knots.
- 2. Master Sergeant Crockett has 12 years military service. He is a former B-17 pilot with 1200 flying hours of which 1000 were in a B-17. We had previously been stationed at Hunter Air Force Pase, Georgia, MacDill Air Force Pase, Florida where B-50s and P-29s are assigned, thereby conclusively familiarizing himself with the identity of such aircraft. He is also NCOIC of the GCA unit of Torbay Airport, Newfoundland.
- 3. The original purpose of Sergeant Crockett's reporting this incident was to report a violation of this unidentified aircraft to the proper authority due to its unconventional approach over the airport. Although initially it was pursued as a report of an operational reprimand, it was phased into a vital intelligence sighting incident.

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31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROBLEMED BY LAW.
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AIR INTELLIGENCE INFORMATION REPORT

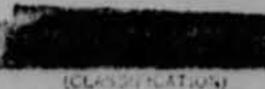
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Dir/Int, MEAC	IR-21-53	PAGE	3	CF	3	PAGEE

- 4. From the foregoing available information, there appears to be only three possible explanations of this inclient:
- a. That subject aircraft was in fact the 0-97 releved to in pur 3 above; that the pilot, upon discovering that he was our course, had vecred to the north to get out of the Torbey traffic pattern; and that he gave a featity position reject.
- b. That subject aircraft was a U. S. aircraft on a classified flight, the flight plan on which has not been made available to this head numbers.
- toun extended by serial refusiling.
- 5. Intelligence tresently available on the Soviet TG-4, nowever, is based on the Colleving:
- a. The Soviets are in possession of a few U.S. B-20's that were interned during World War II.
- b. That recent photographs of the TU-4 show it to be an exact replica of the B-29. insofar as external appearances are concerned.
- c. From the known characteristics of the B-29, the characteristics of the TU-4 have been arrived at by deduction.
- d. The Soviets Mave been very gareful to conduct TU-4 flight operations within the Soviet Union. Only recently have TU-4's been reported as operating in certain Satellite countries, and then only to a very limited degree.
- 6. The Director of Intelligence, MMAC, believes it to be very unlikely that the Soviets would risk sending an aircraft of this type into an area where there was a possibility of it being intercepted and forced to land, thereby subjecting it to detailed examination by Western technical experts with the result that factual information on the TU-4 would then be available to supplant that which presently is conjecture, to include information on Soviet aerial remeding know-how. In view of the foregoing, it is the considered opinion of the Director of Intelligence, NEAC, that although subject aircraft could have been a Soviet TU-4, the probability thereof is remote. The Director of Intelligence, MEAC, therefore evaluates this sighting as a friendly aircraft as in Cape 4b above.

Chief, Current Intelligence Division

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